

Cheat Mountain. Mr Cromer sent mother and me on to the last top by sleigh to where a Mr Lindsay lived. Mother and Mrs Lindsay prepared a hot dinner for the men who were driving. The wagons went on to the farm that night, making the trip in three days. Father left mother and me at his cousins, Renick Ward, and took us down to the farm the next day. The Ward farm where we spent the night is now part of the prison farm.

In August 1899 we returned to Durbin, using the same mode of traveling—covered wagons.

Neither the C. & O. or W. M., the Coal and Iron, as it was then known, had reached here yet. The preliminary surveys had been run for both roads were; anxious to open up the vast timber sections.

With the coming of the construction crews the roaring days began Durbin in those days was rough and ready, but what place located in sight of lumber operations such as O'Connell's Camp and two rival construction camps could say it wasn't.

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of logs to the Ronceverte Boom. Well known men of Pocahontas county were in the crew. Names such as these are familiar to the older generation. Bland Nottingham, John W Carpenter, Sherman Sutton, Wise Gillispie, Harper Smith, Lewis Lynch and J. A. (Jimmie) Kirkpatrick. Mr Kirkpatrick was the cook and his cookee was Roland Scott.

When the construction crew on the Coal and Iron reached what is now Bocker, my father carried the mail to the camp. On days that he could not go I carried the mail on horseback. A box was located in what is now the Lee Galford farm for one of the camps, and from there down to the river and back to Durbin following the railroad grade. N. B. Arbogast, or Uncle Polie, as he was affectionately known, was post master and I was his assistant.

Days when O'Connell and the construction camps pail off were liable to be rough and I have changed the mail while John Bell or Gratz Slavins stood guard with a Winchester.

When the C & I reached what is now West Durbin and the C & O what is now Durbin, both had their survey through what is called the Narrows just above Durbin. Both roads were anxious to lay steel

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When the C & I reached what is now West Durbin and the C & O what is now Durbin, both had their survey through what is called the Narrows just above Durbin. Both roads were anxious to lay steel through the gap and the C & O got the jump on the C & I. They rushed a crew in one Saturday night in October 1902. Sunday saw intense activity and when evening came a flat car loaded with ties stood at the end of steel. That is where the switch is located going into Pocahontas Tanning Company siding.

I have seen Durbin grow from this start to, where it is today. Located on U. S 250, the old, Staunton and Parkersburg Turnpike and the junction of the W M and C & O. Rail Roads. Grown from two houses a post office and one small country store to an almost model town. Today we have paved streets, a water system second to none in the state, modern electric lights and power from the West Penn, a consolidated Methodist Church, movies in a

a wonder they managed however and start up after traveling all eat Bridge and the home of Mr I want to say a better friend and driven the distance and had next morning only it can be on Cromer sent the last top by Lindsay lived. say prepared a an who were went on to the g the trip in mother and ek Ward, and arm the next here we spent of the prison returned to mode of trav W. M., the then known, he pretemin- un for both pen up the he construc- days began rough and ted in sight as O'Con l construc- isn't. last drive

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Give credit for our school to those men who in the past years have fought so hard for a high standard of learning. Mr Flynn, Mr. Batson, Mr Hedrick, Mr McMillion and Mr Poscover. These men, assisted by a fine a group of teachers as anywhere in the State have made our school a top ranking one.

I really started out to describe the difference in transportation between Greenbank and Mill Creek fifty years ago and today but got sidetracked and rambled around until I have given a condensed history of Durbin.

To show the difference in modes of transportation I would suggest a trip in a 1940 model car over State Route 28 and U. S. 250.

Durbin, W. Va. Mrs. P. F. Eades.

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